

Figure 10. Signal strength vs. distance for the beacon at Aransas Pass, Texas.

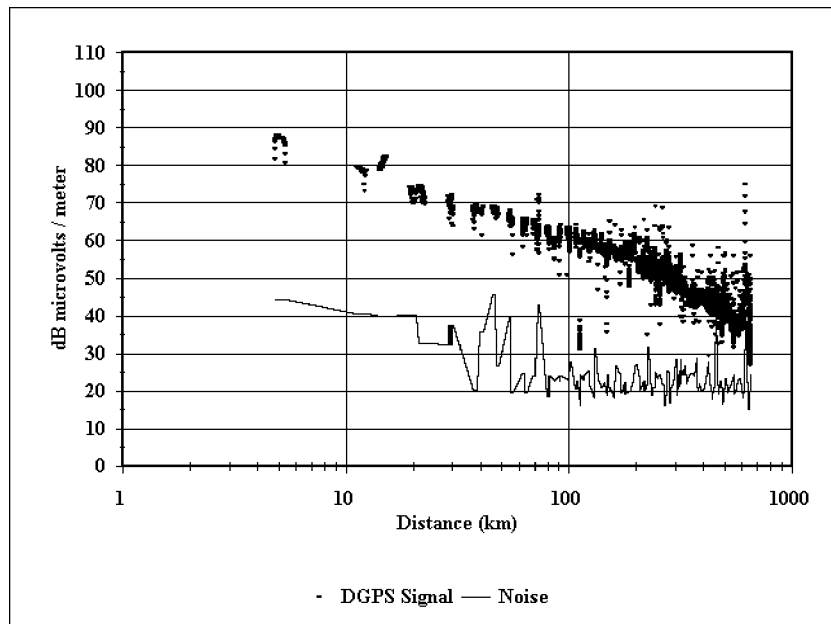


Figure 11. Signal strength vs. distance for the beacon at Galveston, Texas.

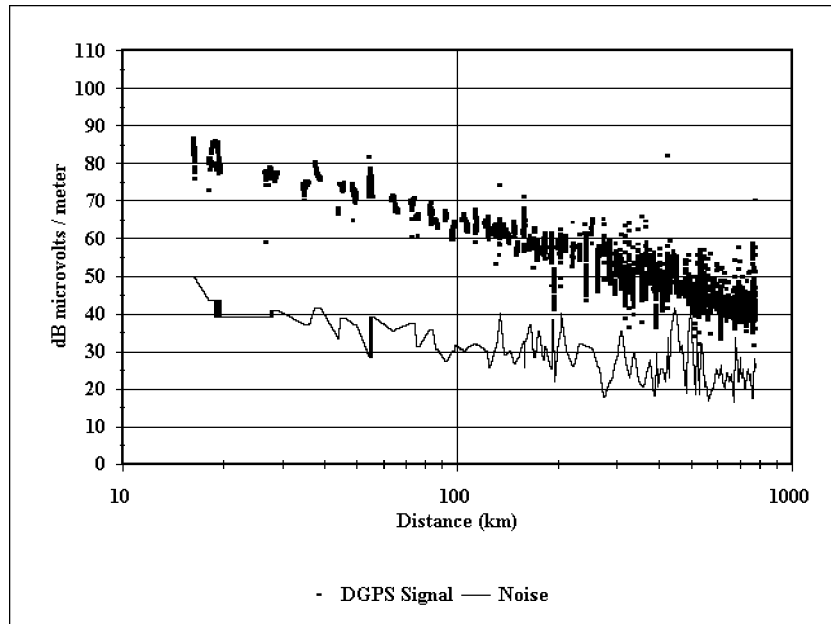


Figure 12. Signal strength vs. distance for the beacon at English Turn, Louisiana.

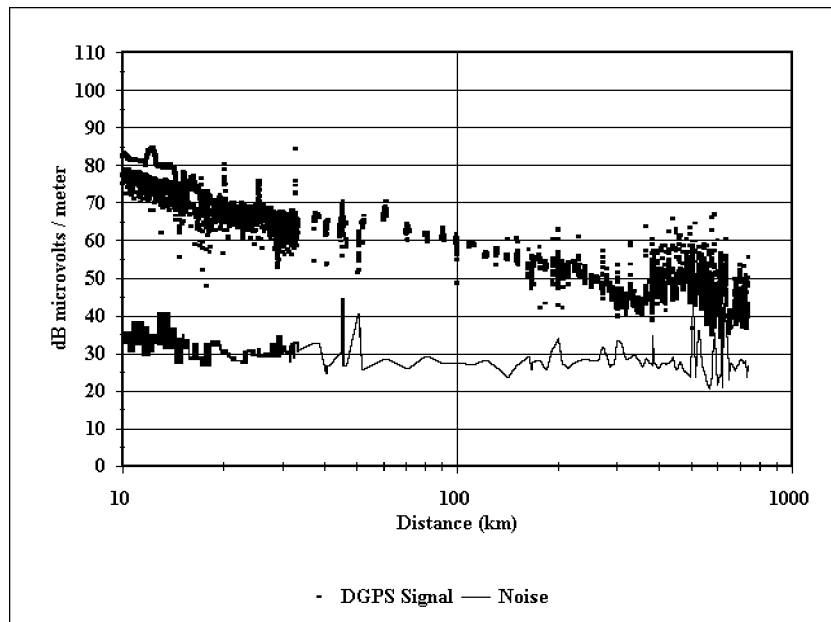


Figure 13. Signal strength vs. distance for the beacon at Mobile Point, Alabama.

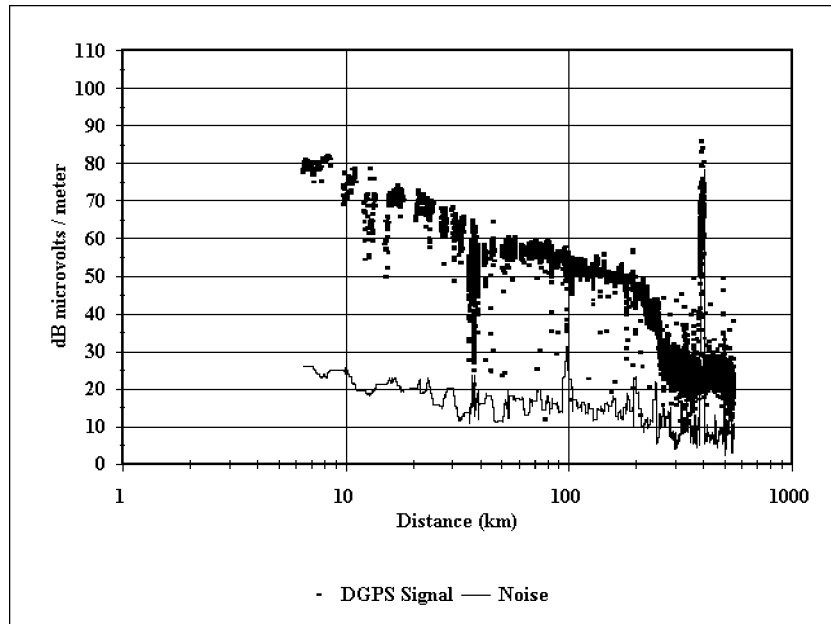


Figure 14. Signal strength vs. distance for the beacon at Pigeon Point, California - daytime measurements.

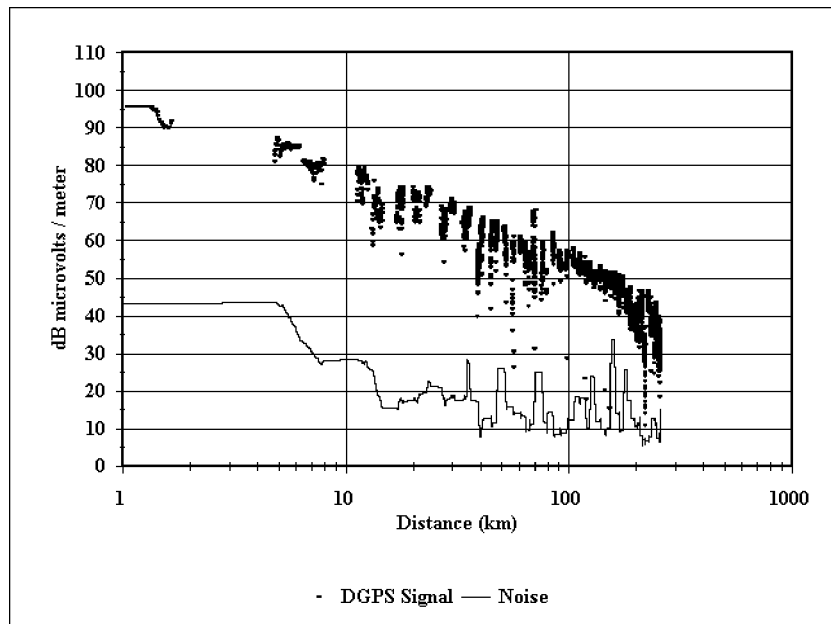


Figure 15. Signal strength vs. distance for the beacon at Pigeon Point, California - nighttime measurements.

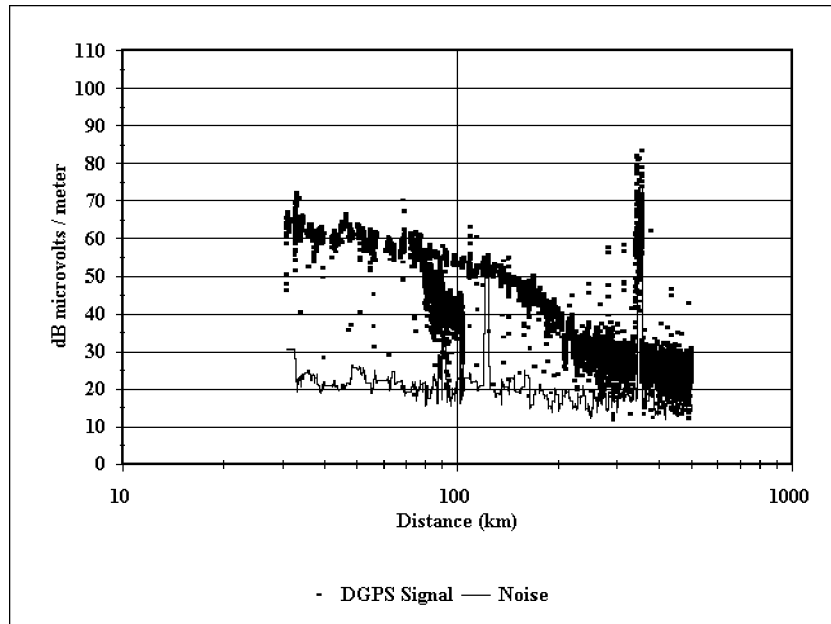


Figure 16. Signal strength vs. distance for the beacon at Point Blunt, California - daytime measurements.

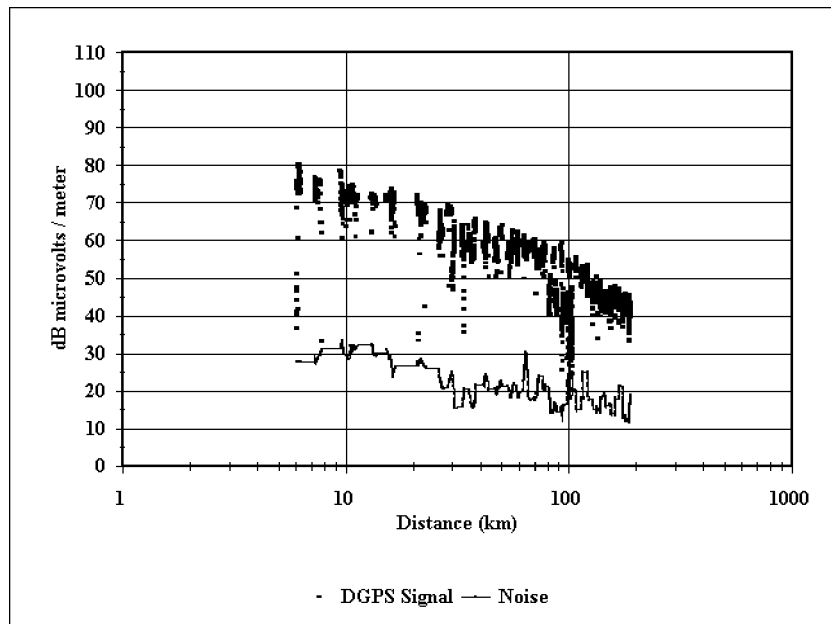


Figure 17. Signal strength vs. distance for the beacon at Point Blunt, California - nighttime measurements.

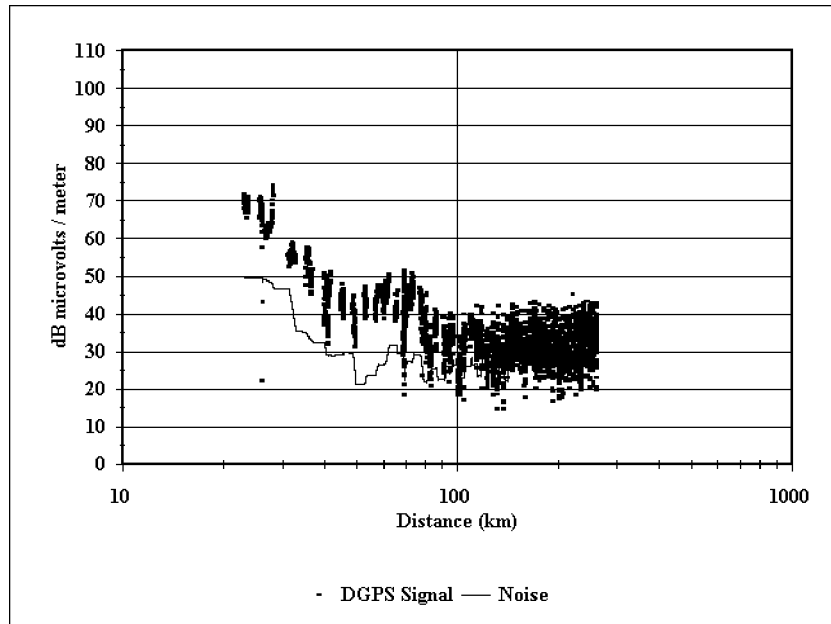


Figure 18. Signal strength vs. distance for the beacon at Cape Mendocino, California - moving north toward the transmitter.

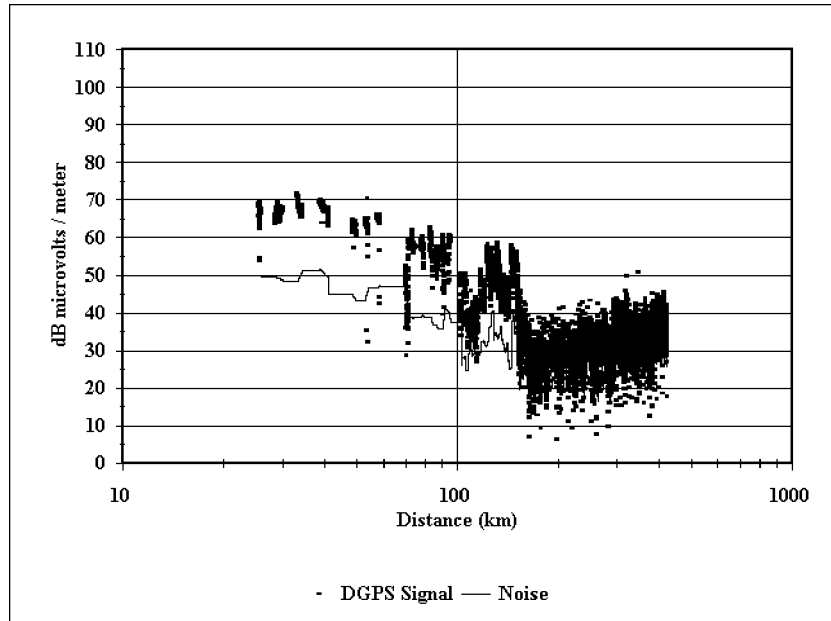


Figure 19. Signal strength vs. distance for the beacon at Cape Mendocino, California - moving north away from the transmitter.

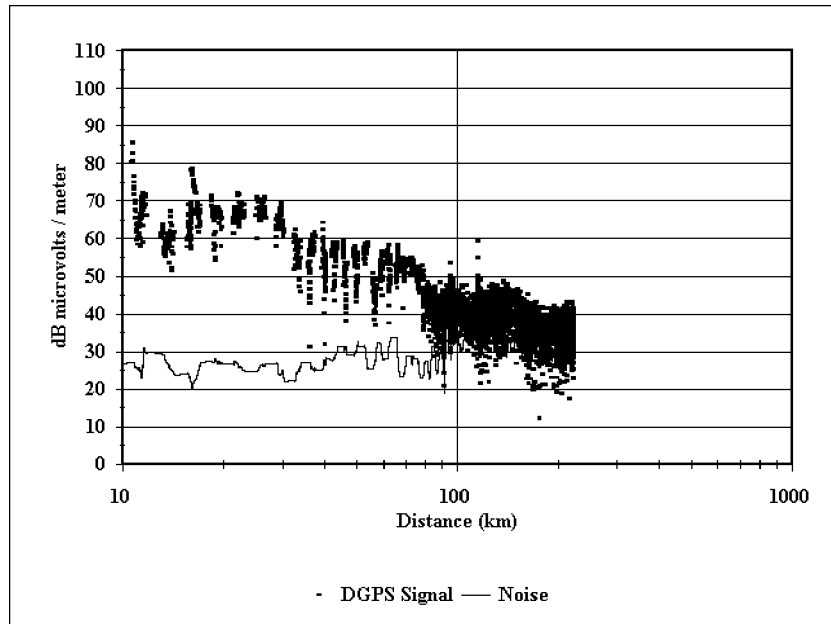


Figure 20. Signal strength vs. distance for the beacon at Fort Stevens, Oregon.

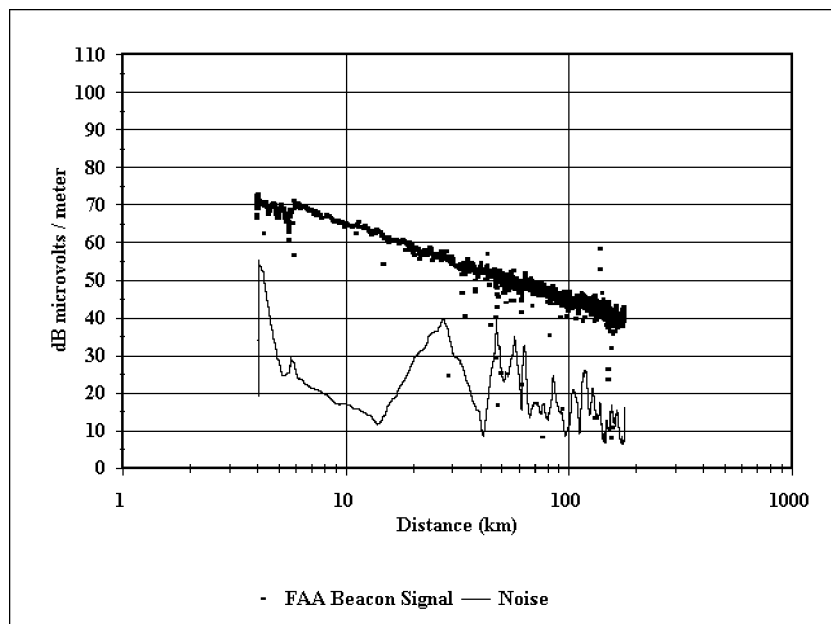


Figure 21. Signal strength vs. distance for the FAA beacon at Bennett, Colorado - en route to Cheyenne, Wyoming.

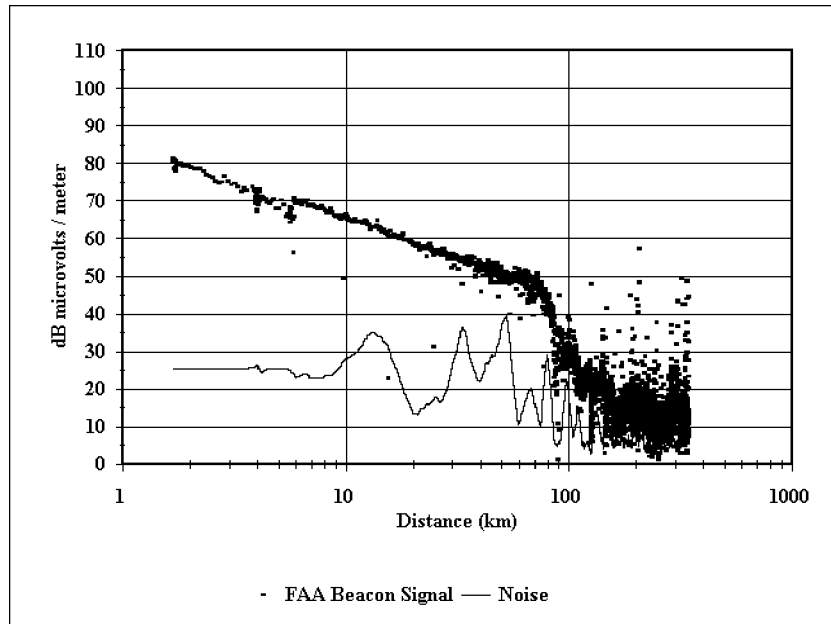


Figure 22. Signal strength vs. distance for the FAA beacon at Bennett, Colorado - en route to Grand Junction, Colorado.